

INFORMATION REPORT

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50X1-HUM

COUNTRY Poland

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SUBJECT Aircraft Used by LOT and
Personnel Practices

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1. IL-12 planes are used by the Polish Air Lines (LOT) in all flights outside Poland. Of the five IL-12 planes owned by LOT, only two have retained their original construction. The other three were sent back to the USSR and re-built there. These rebuilt planes originally had space for 28 passengers and had 10 gasoline tanks, but they now carry only 18 passengers and have six gasoline tanks. In the original model of the plane there was a baggage room forward and aft. In the rebuilt plane ten forward seats have been removed to make the forward baggage room larger. This room is not being used, however, and all baggage is loaded aft in order to shift the weight away from the nose of the plane.
2. Of the 10 Dakota planes originally owned by LOT, only six are operating because spare parts have not been obtainable recently. Four were cannibalized to maintain the six that are in use. During the last weeks in June, however, LOT received 10 Dakota engines from Czechoslovakia.
3. In 1945 LOT purchased 20 Litva-DC-2 planes from the USSR. The planes were built in the USSR during the war and the Hispano-Suiza engines with which they are powered are very poor. The Soviets have never sent any spare parts for these planes, so that only a maximum of four planes is usable at one time.
4. [REDACTED]
5. According to the Six-Year Plan, all "old" aircraft will be replaced by Polish built ten-passenger planes now under construction at Mtskale. Since the IL-12 planes used in foreign traffic are unsatisfactory and the replacements for old planes on domestic routes are not yet ready, LOT has had great difficulty in maintaining its flight schedules.

CLASSIFICATION

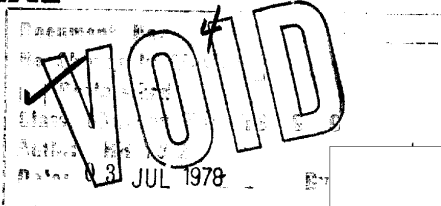
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CENTRAL INTELLIGENCE AGENCY

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6. LOT is employing young pilots with only 30 hours' flying time in Po-2 training planes. These pilots have finished training in a military air school but are poorly prepared for civilian flying. LOT also uses radio-telegraphers who have had very little training. The number of pilots and radio-telegraphers flying domestic routes is being doubled at present in order to give more training to the inexperienced men. There are eight young pilots now being trained, and the older pilots believe that they will soon be replaced by the younger men.

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